

SPECIFICATION AMENDMENTS

Please amend specification paragraphs 1, 3, 20, and 22-25 as follows:

[0001] This application claims the priority of application number 10254130.2, filed in Germany on November 20, 2002, the disclosure of which is expressly incorporated by reference herein.

[0003] The subject matter of this application is related to commonly assigned applications application serial Nos. 10/716,867; 10/716,941; and 10/716,943, filed herewith and based on respective German application applications 10254108.6; 10254130.2; 10254131.0; and 10254132.9.

[0020] The roof element 13 and the roof element 14 can be stored in a stacked form in a storage space, which is not shown, of the passenger car 1; when the passenger car is in the open condition. For mounting the roof element 13, it is engaged with the fixing devices 15 and 16 by means of a movement directed in the driving direction D - Figure 2 -. In this case, the roof element 13 is slightly lifted, that is, by the extent Da, with respect to the rollover bar system 8. After a defined lowering of the roof element 13, the latter takes up its construction position, and the locking system 12 is operative. The locking system or assembly 12 is located at a rear end of the roof 9 for locking the roof at the body frame structure 6 after the roof 9 has been fixed by the fixing system 11 at the windshield frame 3, as is apparent from Figure 2. The demounting of the roof

element 13 takes place in the reverse sequence. Comparable mounting steps are required for the handling of the roof element 14.

[0022] The second fixing device 16 has a bearing journal 25 which projects into a receiving bore 26, which bearing journal 25 is provided on the roof element 13, and which receiving bore 26 is provided on the transverse member 24 22 of the windshield frame 3. The receiving bore 26 is worked into a metallic insert 27 which is integrated into the windshield frame 3 consisting, for example, of a fiber-reinforced plastic material, or the cross member 24 22, in such a manner that the above-mentioned insert 26 is essentially fully embedded or surrounded by boundary walls Bw of the windshield frame 3. Below the bearing journal 25, the cross member 24 22 is provided with a cushioned member section 28. Adjacent to its free end 29, the bearing journal 25 has a molded-on guiding device 30 of a largest diameter Dg, from which it ~~merge~~. On the merges, on one side, into a shaft 31 with a smaller diameter Dk and from which, on the other side, it tapers off as a conical point 32.

[0023] Figures 5 and 6 illustrate that the bearing journal 25 is fastened to the roof element 13 by means of an elastic device 33 which is provided with two elastic bodies 34 and 35, spaced in the transverse direction E-E of the vehicle and preferably having a circular-cylindrical cross-section, which, on the one hand, are held on a cross member 36 of the roof element 13 and, on the other hand, are connected with a plate-type holding member 37 for the bearing journal 26 25. Each elastic body, for example, elastic body 34, rests by means of a

threaded pin 38 in a threaded bore 39 of a metallic insert 40 which is worked into the cross member 36 of the roof element 13 in a fully covered manner. The bearing journal 26 25 extends in a longitudinal center plane F-F between the elastic bodies 34 and 35 and is held by means of a threaded pin 41 and a screw nut 42 on the holding member 37, the holding member 37 being fastened by means of screws 43 and 44 on the elastic bodies 34 and 35. In order to accommodate the elastic bodies 34 and 35, possibly also the holding member 37, in a favorable manner in the roof element 13, specifically in a largely sunk manner, the latter is provided with a recess 45. In contrast to the vehicle occupant compartment 7, the elastic bodies 34, 35 and the holding member 37 are covered by means of an interior boundary wall 46 which extends away from the cross member 36 and bounds the recess 45. Two fixing systems 11 provided at a distance from one another in the transverse direction H-H of the vehicle can be mounted on each roof element 13 and 14, in which case each fixing system 11 can be equipped with a first fixing device 15 and a second fixing device 16. The latter are arranged offset in the vertical direction F-F of the vehicle, which is indicated by a distance measurement Am.

[0024] In order to ensure a targeted function of the first fixing device 15 and of the second fixing device 16, in the longitudinal sectional view according to Figure 4, the bearing journal 26 extends at an acute angle α (approximately 15° to 20°) with respect to the horizontal line 47. In this case, the bearing journals 26 25 of the second fixing device 16 and the forward flange-type roof extension 18

17 extend at an acute angle β (approximately 8° to 12°) with respect to one another.

[0025] According to Figures 4 and 5, a first sealing section 48 is arranged between the exterior leg wall 19 18 and the roof extension 18 17, and a second sealing section 50 is arranged between an interior wall 49 of the roof element 13 and the interior leg wall 22 21 of the U-shaped receiving device 20 19. The first sealing section 48 and the second sealing section 50 are components of a sealing body 51 which extends by means of fitting walls 52, 53, 54 along the exterior leg wall 19 18, the web wall 21 20 and the interior leg wall 22 21 of the receiving device 20 19. Finally, another important characteristic of the sealing body 51 is a web 55 which extends away from the second sealing section 50 and, together with the above-mentioned sealing section 50, forms a type of groove for the targeted drainage of collected water.